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Approved For Release 2002/06/13 : CIA-RDP68B00724R000200220015-0

IDEA 0033-69  
Copy 9 of 9

30 January 1969

MEMORANDUM FOR: See Distribution

SUBJECT :  Activity Report December 1968

1. Request each addressee review the attached Commander's Report for problem areas for which he is responsible and forward within four working days, appropriate remarks and corrective action taken, or being taken, to this component for consolidation and ultimate transmission to the field. Negative replies are required.

2. Request some comment be made by the appropriate Division on every item which is pertinent to that Division.

3. Upon receipt and consolidation of your contribution, a message will be prepared by this office for signature of the D/SA, who will indicate his approval by releasing the message for transmission.

25X1A

WILLIAM E. SHELTON  
Colonel, USAF  
Deputy for Operations, OSA

Attachment:

As stated

Distribution:

- #1 - COMPT w/att
- #2 - IDEA w/att
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IDEALIST

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Director, OSA

UCLT-1506

FROM: [REDACTED]

15 January 1969

SUBJECT: Station Activity Report - December 1968

PART I. ACTIVITIES

A. Summary:

1. The month of December was a very busy one for the entire Detachment as we were preparing for the first ferry of a U-2R, [REDACTED]

2. [REDACTED] completed their "C" model training during the month and started on the "R" model training. The latter training got off to a slow start due to other requirements on the airframe and during the delays the boys maintained excellent composure.

3. [REDACTED] completed the T-33 transition training and completed the ground school requirements for checkout in the article during the month.

4. [REDACTED] suffered its first T-33 accident on 30 December 1968. The aircraft received major damage but the pilot was not injured. An accident board was convened and will make their report shortly; - collateral investigation officer from [REDACTED]

5. During December, fourteen (14) sorties were flown in "C" model aircraft for a total of 54.8 hours. In the "R" Model, thirty-five (35) sorties were flown for a total of 125.4 hours.

6. On 18 December a 7.5 hour Iris sortie in article 053 was air-aborted shortly after take-off due to loss of the canopy. A [REDACTED] landing was made after 0.9 hours flight time. A report on this incident is being compiled and will be forwarded to Headquarters when completed.

B. Operations:

1. [REDACTED] completed their "C" model flying on the third day of the month. We started them in the "R" model but training went very slowly due to other requirements on the airframes. Its too bad as both boys have been anxious to complete the program and get home. Their attitude during all these delays has been excellent.

2. [REDACTED] completed the T-33 transition phase during the month and completed the ground school requirements for checkout in the article. He was DNIF for the last 7 days of the month which precluded him flying his first rides in the article.

[REDACTED] suffered its first T-33 accident on 30 December 1968. [REDACTED] returning from a navigational proficiency cross country

flight when he encountered trouble upon landing at Richards-Gebaur AFB, Missouri. The aircraft received major damage. The pilot was not injured. An accident board was convened and will make their report shortly.

4. Testing of systems and configurations for December were as follows:

TEST NAME/MODEL	FLIGHTS	HOURS
[ ]/R	6	24.1
[ ] Training/C	4	16.5
[ ] Training/R	7	13.6
Red Dot/R	1	6.6
"D" Qual/C	1	4.8
"B" Interface/R	2	11.3
Iris Qual/R	3	10.2
"H" Qual/C	1	5.3
Hq Dir Sim Ops/R	5	38.6
[ ]	2	9.3

C. Support/Installations:

1. Changes in personnel were as follows (PCS only):

Departures: [ ] Maintenance

Arrivals: [ ] Installations

[ ] Installations

[ ] Communications

[ ]/Command

2. Following are TDY statistics (overseas) during December:

a. [ ]

One CT/R

b. [ ]

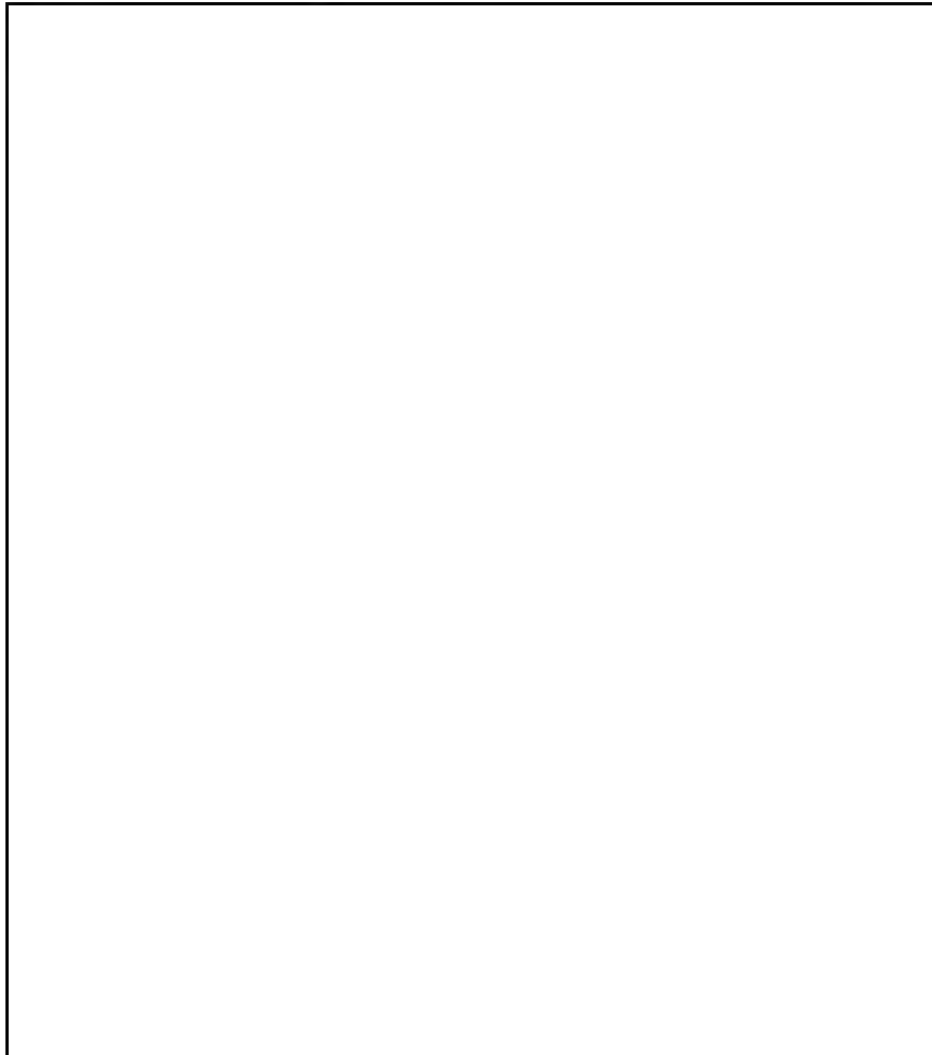
One Supply NCO

One Custodian

c. At OL-20

One Field Engineer (Camera)

3.



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4. Following Installations Branch activities took place during the month of December:

a. The installation of an additional Trane Air Conditioning unit on the roof of the Shops/PE Building was started on 3 December 1968. This unit is to supplement the existing system by approximately 7½ tons.

b. Delays have been encountered in the completion of the Butler Building and no further progress has been made since the last report. The additional parts required were shipped from the Butler Corporation, Galesburg, Illinois, on 27 December 1968 and interchanged in Kansas City to D.C. International Incorporated Freight Line for delivery to this base.

D. Materiel:

a. Article 348 flew six of seven scheduled sorties for 31.5 hours with one cancellation for weather. Sorties this month included one Red Dot and two seven hour flights by the [redacted]. The time to hot section inspection on engine P612609, installed in this article, was extended by sixty (60) hours per letter from [redacted] dated 11 December 1968. Reason for the extension was to coincide with the aircraft periodic inspection due time.

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b. Eight of nine scheduled sorties for 23.3 hours was flown in article 349 in December. Sorties included D and H qualification and one Red Dot. The one cancellation was for weather.

c. Article 053 acceptance inspection was concluded on 5 December with a satisfactory two hour functional check flight. Six of eight scheduled sorties were flown for 14.8 hours with two weather cancellations. On 9 December a nite training sortie was air aborted due to a fire warning lite. Investigation disclosed a faulty fire warning detector probe in the engine compartment, which was replaced. On 18 December a 7.5 hour Iris sortie was air aborted shortly after take-off due to loss of the canopy. A lake bed landing was made after 0.9 hours flight time. The landing was complicated due to improper fuel transfer resulting in a heavy left wing condition, there was no damage to the article. Engine P612625 was removed from the article due to ingestion of pieces of the canopy. The engine was sent to [redacted] on 19 December for QEC removal and return to [redacted] for repair. A new canopy was fitted and installed with a satisfactory check flight flown on 28 December.

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d. Article 054 flew four sorties this month for a total of 15.5 hours. An All EWS simulated operational mission was air aborted on 6 December as the number two lox system overboarded from eight to three and one half liters, from two to three hours. Both systems were hot purged, re-serviced and checked. On 10 December following a [redacted] training sortie, post flight inspection revealed an excessive oil leak at the number six bearing. Engine P612617 was removed and sent to [redacted] for investigation on 12 December. No spare engines were available and article was transferred to [redacted] an early periodic inspection, service bulletin update and [redacted] configuration. There were three cancellations, all due to the engine problem cited.

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e. Article 055 was received from [redacted] on 17 December where it received periodic inspection and service bulletin updating. During this reporting period seven of fifteen scheduled sorties were flown for 14.6 hours. There were five cancellations for weather, one operations and two for canopy investigation following the article 053 canopy incident. Completed sorties were functional check flight and [redacted] training.

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f. Article 057 periodic inspection was completed on 4 December with a 2.3 hour functional check flight. On this flight a hydro failure occurred after two hours and the hydro pump was replaced. The emergency AC generator and seal were also replaced as the generator would not come on line. All scheduled available service bulletins were incorporated during the periodic inspection. Eight All EWS sorties were flown this month for 52.5 hours.

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Sorties included [ ] Doppler, Iris, Iris Interface and H Interface. There was an air abort on 12 December for an AC Generator failure. Post flight inspection revealed a shorted wire in the lower forward engine compartment which was spliced per LCC Engineering fix. There was one cancellation for weather and the first PE functional check flight was cancelled as the article was not ready.

g. Article 058 remained in periodic inspection through 11 December. A two hour functional check flight was flown on 12 December completing the inspection. All scheduled available service bulletins were incorporated during this inspection. Four additional All EWS sorties were flown in December and included [ ] There was one cancellation for weather and one air abort on 20 December due to the number one lox system quantity dropping four liters in one hour. Check valve PM21136-3 was replaced with modified valve RQ1016-1. System was hot purged and reserviced.

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h. Periodic inspection cycle on all R-Model aircraft presently assigned at [ ] was extended to two hundred (200) hours per Headquarters message number 8830 (In 31296), effective 20 December 1968. Aircraft records were posted accordingly to reflect this change.

E. Security:

1. Security Violations:

There were no security violations during the month of December.

2. Briefings and Debriefings:

During this reporting there were five persons briefed at the Idealist-3 level.

One person was briefed at the [ ] level.

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Two persons were briefed at the Idealist/W-3 level.

Ten persons were briefed at the Local level.

Two persons were debriefed at the Idealist-3 level.

One person was debriefed at the O-3 level.

One person was debriefed at the T level.

One person was debriefed at the TK level.

Three persons were debriefed at the local level.

3. Liaison:

Conducted liaison with local DSLE.

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4. Operations and Support:

a. Security escort was provided during shipment of a loaded nose cone from [ ] to Burbank.

b. Major General Hugh Manson, Commanding Officer FTC, was debriefed on 3 clearances upon his retirement.

c. Attended a meeting at [ ]

d. In the accompany of [ ] Deputy Commander, [ ] attended a briefing and demonstration of the main base Optical T.V. Tracker System.

e. On 12 December 1968 [ ] departed LAX to accompany classified cargo to Rochester. Returning on 19 December.

f. On 16 December 1968 [ ] departed via automobile to Castle AFB with [ ] to evaluate security involving chamber runs for the drivers.

5. Security Travel Statistics:

DOMESTIC

	<u>DAYS</u>	<u>LAND MILES</u>	<u>AIR MILES</u>
[ ]	2	526	0
[ ]	5	0	4528
TOTAL	7	526	4528

F. Medical Section:

1. Treatments:

a. 136 patients were treated during the month. The most common cause of illness was URI's.

b. There were approximately 23 cases in Influenza treated. It is not known how many of these were of the Hong Kong strain. No serious complications were experienced in conjunction with the illness. 50 doses of the Monovalent vaccine were received from Headquarters, and were administered to the drivers and personnel scheduled to go on the U-2R ferry trip. Another 40 doses were purchased from local sources and the second ferry group was inoculated.

c. No injuries were reported. [ ] of the Survival Section, reported in last months report, remains on an in-patient status and has continued to respond to treatment. His prognosis remains the same.

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2. Immunizations:

- a. 182 immunizations were administered.

3. Other Medical Activities:

a. Personnel Visits:

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[Redacted]

b. Personnel:

25X1A (1) [Redacted] was TDY from 1 - 7 December to Massachusetts  
25X1A and New York in support of S-1010 pressure suit fittings and altitude  
chamber runs for [Redacted]

25X1A (2) [Redacted] was TDY from 16 - 17 December to Castle  
25X1A AFB in support of [Redacted] altitude chamber training in the partial  
pressure suit.

(3) Four after duty man hours were spent in support of  
flying activities by the medical technicians.

G. Personal Equipment Section:

1. Flight Support:

a. 16 C-Model and 38 R-Model flights were flown during this  
report period. Pilot equipment was preflighted for 18 additional flights  
which were cancelled.

2. Personnel Visits:

25X1A a. [Redacted] from New York visited  
on 12 December 1968 to discuss recurring LOX problems.

b. [Redacted] from New York  
visited on 17 December 1968 to discuss LOX problems.

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25X1A c. [Redacted] Headquarters, visited on  
17 December 1968.

3. Personnel:

25X1A a. [Redacted] was promoted to SMSgt effective sometime during  
1969.

25X1A b. [Redacted] was TDY to Boston and New York during the week  
of 2 December for the purpose of pressure suit fittings and altitude  
chamber flights.

25X1A c. [Redacted] was TDY to Castle AFB on 16 - 17 December  
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to assist with the pressure suit indoctrination and altitude chamber flight of [ ]

4. Other Activities:

a. [ ] conducted 5 hours of combative measures training for [ ]

b. The Technical Representatives maintenance van work areas are now fully operational.

c. [ ] discussed emergency procedures, ejection procedures, over water bail out, parachute operation, signalling devices and the survival kit contents with the following Drivers 417, 410 and 408 in conjunction with the forthcoming U-2R ferry to [ ]

d. The full sun visor was placed on order for the S-1010 PPA.

H. Survival Section:

1. Personnel:

a. [ ] had half of his Striker cast removed. He has undergone physiotherapy and now has limited mobility on crutches. He is currently at home and will remain there until the cast is fully removed estimated in four weeks. Further prognosis will be given at that time.

2. Activities:

a. [ ] made seven training parachute jumps in maintaining his proficiency as a parachutist. These jumps were all made from a helicopter at 1200 feet into an open field. One jump was made at 5700 feet.

b. Extra classroom training on navigation was given to [ ] and reported in the [ ] quarterly training report which was to be sent out on 2 January 1969.

c. [ ] completed half of the testing of the modified tree letdown device. A let-down was made from ten feet and thirty feet using the low flight harness with the following results. If the harness straps are not tight, the slack is transferred from the Koch release point to the let-down device with a sudden drop of approximately three feet. [ ] suffered a harness burn on both sides of lower back from this parachute drop. Recommendations are that all Drivers be instructed to keep parachute harness's tight. Further testing with a full pressure suit has been delayed until 3 January 1969 because suspension straps for the training device are being re-sewn by the base parachute shop.

d. Health Center management is still being retained by Sgt [ ] however most of the time consuming tasks have been taken over by the appropriate contract services personnel (i.e.) towel folding, bulb changing, etc.

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C. U2 Pilot Flying Accomplishments:

25X1A <u>PILOT</u>	<u>U-2</u>		<u>TIME</u> C/R	<u>U-2</u> SORTIES	<u>T33A</u> TIME
	<u>TOTAL</u> <u>SORTIES</u> C/R	<u>TOTAL 3.5</u> <u>SORTIES</u> C/R			
	0/5	0/2	0/13.4	1	2.2
	0/6	0/4	0/31.4	4	5.2
	4/0	2/0	14.6/0	0	0
	1/4	1/2	5.3/16.9	4	6.3
	0/0	0/0	0/0	0	0
	2/5	2/5	10.3/29.9	2	3.0
	2/0	1/0	6.3/0	2	3.0
	1/3	0/2	1.8/10.2	4	5.6
	0/0	0/0	0/0	17	25.8
	0/5	0/0	0/10.0	2	4.3
	2/3	1/0	8.2/6.0	0	0
	2/4	1/0	8.3/7.6	1	2.0
25X1A TOTALS		8/15	54.8/125.4	37	57.4

NOTE: 1. 6.6 HOURS OF ABOVE TIME FLOWN IN [ ] AIRCRAFT.

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D. Operational Ready Percentages of Possessed U-2 Aircraft:

Type	Serial Number	Hours Possessed/Hours Flown		OR
U-2G	348	744	31.5	0%
U-2G	349	744	23.3	0%
U-2R	053	744	14.8	0%
U-2R	054	280	15.5	0%
U-2R	055	345	14.6	0%
U-2R	057	744	54.8	0%
U-2R	058	744	19.1	0%

NOTE: All articles carried "In-Commission" only - need systems checkout.

E. U-2 Sorties - Scheduled versus Flown:

	Scheduled							Flown						
	<u>348</u>	<u>349</u>	<u>053</u>	<u>054</u>	<u>055</u>	<u>057</u>	<u>058</u>	<u>348</u>	<u>349</u>	<u>053</u>	<u>054</u>	<u>055</u>	<u>057</u>	<u>058</u>
Operational	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Training	7	9	4	7	11	9	5	6	8	4	4	6	8	4
Maintenance	0	0	4	0	4	2	1	0	0	2	0	1	1	1
Ferry	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals:	<u>7</u>	<u>9</u>	<u>8</u>	<u>7</u>	<u>15</u>	<u>11</u>	<u>6</u>	<u>6</u>	<u>8</u>	<u>6</u>	<u>4</u>	<u>7</u>	<u>9</u>	<u>5</u>

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F. U-2 Flying Hours - Scheduled versus Flown:

	<u>SCHEDULED</u>						
	<u>348</u>	<u>349</u>	<u>053</u>	<u>054</u>	<u>055</u>	<u>057</u>	<u>058</u>
Operational	0	0	0	0	0	0	0
Training	32.5	29.9	20.0	24.8	21.0	59.5	22.0
Maintenance	0	0	8.0	0	7.8	4.0	2.0
Ferry	0	0	0	0	0	0	0
Totals:	32.5	29.9	28.0	24.8	28.8	63.5	24.0

	<u>FLOWN</u>						
	<u>348</u>	<u>349</u>	<u>053</u>	<u>054</u>	<u>055</u>	<u>057</u>	<u>058</u>
Operational	0	0	0	0	0	0	0
Training	31.5	23.3	11.0	15.5	12.0	52.5	16.9
Maintenance	0	0	3.8	0	2.6	2.3	2.2
Ferry	0	0	0	0	0	0	0
Totals:	31.5	23.3	14.8	15.5	14.6	54.8	19.1

POL and LOX Section:

1. Three (3) fuel samples were submitted during the month of December with satisfactory results received on two of these, results still pending on the third. Results were also received on the last two samples submitted in November.
2. R-2 refueler S/N 62L326 was completely painted; R-2 S/N 62L335 is the last of the refuelers requiring repainting.
3. The A.E.L. water detector was received and the following is a general evaluation of it's performance. The A.E.L. water detector is far superior to the ESSO Hydro Kit in that it's results in parts per million can be evaluated down to 5 PPM or less where as the ESSO Hydro Kit indicates less than 30 PPM, but where specifically is relatively unknown. With the ultra-violet light used in the A.E.L. water detector, there can be no doubt as to determining the amount of entrained or free water in the fuel. Use of the A.E.L. detector at home station for the storage system and refuelers it's adaptability is excellent, however, for in the field use, such as a ferry, it's adaptability is presently doubtful. The fact that a vacuum pump would be required, also electrical power, and last but not least the refueler utilized would have to be equipped whereby a sample could be received under pressure with specific adapters required. A detailed message regarding the use and adaptability of the A.E.L. water detector kit will be forwarded in the near future.
4. Safety equipment boxes are presently being manufactured and installed on all LOX carts. Aircraft venting tubes are also being manufactured and installed on all LOX carts. These are utilized during the Loxing of the aircraft.

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Baker Section:

1. A continuing effort to make all sensors, components, support equipment, etc., compatible and operationally ready with the new article has still dominated our working hours.

2. With the introduction of the Instrumentation Package came the initial problems encountered when going through the 'ole learning curve. The package did, however, perform correctly in its inaugural flights and has returned invaluable information on three separate configurations (B-2, Iris II, and H).

3. The arrival of the H-configuration S/N 003 along with its test program contributed to an already busy schedule. Initial problems with the unit seem to continue to plague us with different aspects involved in each of the two flights.

4. Sorties scheduled:

<u>SORTIE NUMBER</u>	<u>DATE</u>	<u>CONFIG PREPARED</u>	<u>CYCLES ACCOMPLISHED</u>	<u>PERCENT EFFECTIVE</u>
GT 68-550	3 Dec 68	B-2 S/N 229	748	100%
GT 68-552	4 Dec 68	B-2 S/N 229	498	77%
GT 68-554	6 Dec 68	B-2 S/N 229	205	100%
GT 68-559	10 Dec 68	B-2 S/N 231	2,085	100%
GT 68-574	17 Dec 68	H S/N 03	4,269	50%
GT 68-576	18 Dec 68	H S/N 02	3,914	100%
GT 68-580	19 Dec 68	H S/N 03	Cancelled - Weather	
GT 68-596	31 Dec 68	H S/N 03	4,342	100%

Qualifying remarks:

GT 68-552 - HS-732 shutter malfunction. 145 frames lost.

GT 68-574 - IMC and stabilization inhibited.

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GT 68-576 - Basically an EWS flight in which the gyro package and IMC assembly was not installed.

GT 68-596 - The added function of a thru focus test was not completed due to incompatibility of article wiring. Configuration operated as required.

5. Chemicals mixed:

- a. 14DN20 - 160 gallons.
- b. Type A Fix - 200 gallons.
- c. SB-5b Stop - 160 gallons.
- d. Ektachrome chemicals - 7 gallons.

6. Material processed:

11C Versamat

- a. 3,500 feet of Iris II material.
- b. 9,386 feet of B-2 material.
- c. 2,904 feet of H material.

411C Versamat

- a. 1,537 feet of Tracker material.
- b. 2,600 feet of Delta III material.
- c. 3,600 feet of Iris II material.

7. Ground photo support:

Film processing

- a. 1 roll B&W 120.
- b. 14 each B&W 4 x 5.
- c. 2 rolls Color 35mm.

Film printing

- a. 135 each B&W 8 x 10.
- b. 25 each passport photos.

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Delta Section:

The Delta II Configuration S/N 6 was flown three times in the month of December for a total of 2,246 operational cycles with no malfunctions. Two of these flights were Red Dot missions.

The Iris I configuration was not flown this month.

Iris II-1 arrived at this site on 12 December with engineering support from Boston. Five test flights were flown for a total of 2,668 operational cycles with one malfunction. This one malfunction occurred on GT 68-589 flown on 27 December. Ground testing and two test flights were unable to duplicate this failure and it is being evaluated by engineering from Boston.

25X1A [ ] returned from three weeks Iris II training in Boston on 6 December.

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1. Tracker activity:
  - a. Thirteen Tracker sorties flown.
  - b. Thirteen sorties 100%.
2. Tracker maintenance:
  - a. Replaced Negator Spring (614-1046) on S/N 310.. Spring would not return focal drum. Replaced Take-Up belt (614-1112) on S/N 310. Belt worn.
  - b. Replaced Drum Release plunger (614-0031) on S/N 312. Roller assembly worn causing drag on cam assembly.
3. Driftsight maintenance:
  - a. Re-installed Driftsight Power Changer S/N 313 in Art 058. Removed Driftsight Head Assembly and replaced cracked corrector lens (152-1003).
  - b. Replaced capacitors in Servo Box S/N 216.
  - c. Checked Servo Box S/N 221. A&E servo bad. Returned to plant for maintenance.
  - d. Removed Mark III Hand Control and adapters from Art 349 and installed Servo Box S/N 216 to support H-config operation.
  - e. Aligned Servo Box S/N 219 from Art 053 (would not follow hand control) and installed Servo Box S/N 215. Returned 219 to plant.
4. Screening station maintenance:
  - a. Replaced lamp socket (614-3020) in Screening Station S/N 1.

Avionics Section:

1. Flight Testing.

a. EWS Flight Tests performed.

- 25X1A (1) [ ] - 6 December - Article 057.  
(2) [ ] - 13 December - Article 057.  
(3) [ ] - 17 December - Article 058.

b. The above flights completed the instrumented phase of EWS testing for Articles 057 and 058.

2. COMNAVAIDS:

25X1A a. The ADF noise problem was evaluated by Raytheon and a preliminary report from them has been received. Copies of this report have been given to

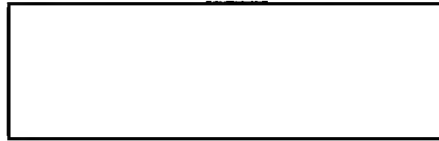
[ ] The Headquarters copy was submitted to [ ]

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25X1A 3. [ ] Systems:

25X1A a. [ ] has sufficient systems in all categories to equip Articles 057 and 058 for the 14 January 1969 delivery date.

ACTIVITIES REPORT  
FOR



25X1A

(NORTH BASE, W.R.S.P. NO. 4)  
EDWARDS AIR FORCE BASE

PERIOD: December 1 thru December 31, 1968

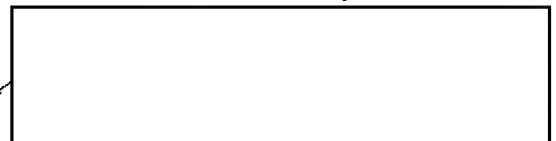
A. ENGINEERING OFFICE

- 1 (1) We are still waiting for the final criteria in relation to the igloo problem and it is expected that [redacted] will visit North Base around the middle of January at which time [redacted] will also be present for the purpose of finalizing all requirements in connection with the igloo problem.
- (2) At a discussion held at Edwards Air Force Base with project and Air Force personnel, it appears that there are two separate problems related to this igloo, one, the storage facility and second, the inspection facility, and both of these must be finalized before final drawings can be completed.
- (3) The sprinkler drawings required for modifications in Hangar 3 have been started and this particular job will be put out under the same contract with the igloo and inspection facility, when and if the final criteria has been decided and drawings and specifications have been completed.

B. TRAVEL

[redacted] to Edwards Air Force Base on December 10th and 11th, for the purpose of discussing with base personnel requirements in relation to the problems related to the igloo and inspection facilities.

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25X1A SEPARATE COVER ATTACHMENT TO [redacted]